

Montana and the Sky



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MONTANA AERONAUTICS DIVISION

October 1987

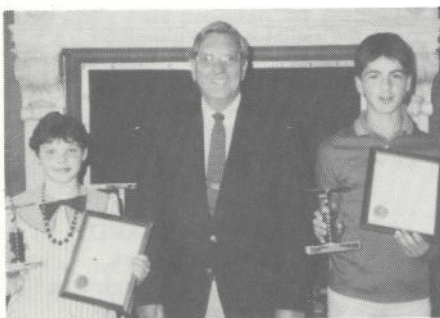
POSTER CONTEST WINNERS HONORED

Winners of the 1987 Montana Aviation Awareness Poster Contest in Category I (grades 4-6) and Category II (grades 7-9) were honored in a special ceremony in Governor Schwinden's office on September 4.

The contest was sponsored by the Montana Aeronautics Division with the purpose of making students aware of the career opportunities in the field of aviation/aerospace and broadening their awareness of the importance of aviation/aerospace to our country's economy and the related job opportunities.

Honored as winner in Category I was Erin Grammar, a student at Chester Elementary School. Winner of Category II was Nick Mungas, Kalispell Junior High School.

The youngsters and their parents were flown to Helena by the Montana Aeronautics Division. Each was presented with a certificate of achievement and a trophy. Following the ceremony in the Governor's office, the group was given a tour of the Helena Airport before they were returned to their homes.



Governor Schwinden poses with Erin Grammar, Chester, and Nick Mungas, Kalispell, winners of the 1987 Montana Aviation Awareness Poster Contest.



The winners stop for a picture with Mike Ferguson, Division administrator, before their return trip to their homes.

PLANNING BEGINS FOR '88 CONFERENCE

Plans are well under way for the 1988 Montana Aviation Conference.

The 1988 Conference will be held February 18-20 at the Plaza Holiday Inn in Billings.

This year's Conference is being co-hosted by the Montana Aeronautics Division and the Montana Aviation Trades Association. Chairman of this year's host committee is Steve Vold.

There will be room for 50 exhibitors at the trade show held each year in conjunction with the Conference. Invitations have been mailed to aviation firms all over the U.S.

An exciting roster of speakers is also being planned. More information on them will be released as soon as plans are finalized. In addition, the committee is planning special activities in the exhibit area and

(Continued on page 2)



Both youngsters got to try on the Governor's desk for size.

Administrator's Column

Air Tour/Race. I have had some interest expressed recently regarding the possibility of the Aeronautics Division becoming involved in helping organize an air race or air tour, or a combination of both, departing from Helena to Alaska this next summer. I have discussed this with several Canadian provincial officials and aviation councils. Some of the thoughts being considered are: the event could be called MT-CAN-ASKA AIR TOUR/RACE; the Canadians feel that the proposed time of sometime in mid-August is too late, that because of weather patterns it would be much better to have it in late June or the first week in July; departure city would be Helena; stops would be scheduled in Alberta, British Columbia, Yukon, and Alaska; prior to each departure, a mandatory safety/weather briefing would be formally presented; a communications high altitude lead aircraft would accompany the group and would serve as a forward weather observation and emergency communication center; at each scheduled layover point, participants would be met and hosted by a pilot group providing some type of a no-host get acquainted hospitality function such as a barbecue or maybe just some refreshments and then have transportation and sleeping/eating accommodations arranged—several places would also accommodate camping; Canadians who wish could join the group at any designated stopover point and participate under the same guidelines; upon arrival in Anchorage, Alaska (or satellite airport nearby), a grand finale awards banquet of some sort would be planned; recommended points of tourism would be provided at each scheduled stopover point for those wishing to tour Alaska and the Canadian provinces upon their return trip; everyone would be on their own for the return trip; there would be a small registration fee to cover expenses of making arrangements, awards, and associated incidentals. It is envisioned that this would be a fun air tour/race with very low emphasis on the "race" portion. The race portion would be very simple and probably be only the slowest to fastest aircraft class flight times, preplanned versus actual fuel consumption, most congenial crew, most helpful crew, most professional crew, etc. **SAFETY AND FUN WOULD BE THE HIGHEST PRIORITY.**

* * * * *

Flying Farmers. I attended the annual Montana Flying Farmers convention held in Lewistown October 2-4, 1987. The weather was beautiful, and I believe that the turnout was the largest ever experienced for this event. Flying Farmers from Canada, Oregon, Idaho, Washington, Wyoming, Colorado, Texas, Illinois, North Dakota, South Dakota, and Minnesota as well as the Montana members were in attendance. The business sessions covered many items of interest, and the Saturday luncheon speaker, Noel Bullock, made a most interesting presentation on World War I aircraft. Mr. Bullock is director of Aerospace Education for the Rocky Mountain Liaison Region of the CAP out of Lowry AFB, Colorado. Of particular interest was that the outgoing 1986/87 International Flying Farmer Queen Linda Hueppelsheuser of Alberta, Canada, and the incoming 1987/88 International Flying Farmer Queen Mary Bogar of Laurel, Montana, were both in attendance and took part in the programs. It is quite an honor for the Montana Flying Farmers to have one of their own members chosen to serve one year as the International Queen. I would like to congratulate Mary Bogar for having this honor bestowed upon her. I know Mary will be doing a considerable amount of traveling this next year, and we couldn't ask for anyone more able and willing to represent the state of Montana. I would also like to congratulate the incoming officers, queen, newsletter editor and president, and especially outgoing President Herb Sammons and his convention committee for providing a very meaningful and successful 1987 convention. More information and pictures will appear in next month's issue of *Montana and the Sky*.

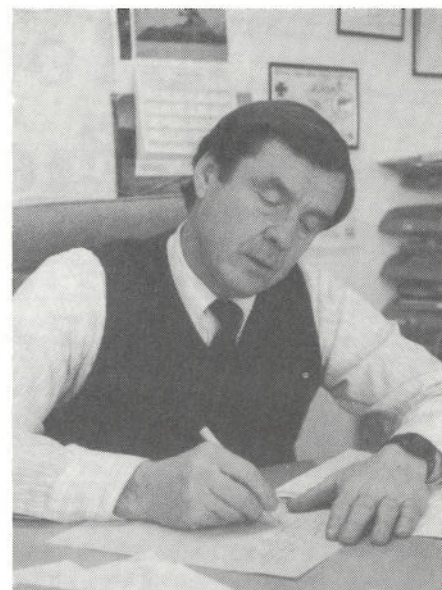
Continued . . .

entertainment. The Conference will also include seminar sessions on a wide range of aviation related topics.

Preregistration forms will be mailed in early December along with the 1988 pilot registration.

Due to the fact that the MATE show will be held in Billings at the same time as the

Conference, hotel rooms may be at a premium. It is strongly recommended that hotel reservations be made as soon as possible. Room rates for the Conference will be \$45 in the original hotel, \$55 in the Atrium, and \$65 for Atrium suites. Call the Holiday at 406-248-7701.



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Retired Northwest Pilots Hold Billings Reunion

The 17th annual reunion of the Retired Northwest Pilots Association (RNPA) was held in Billings September 14-16.

On Tuesday, the group was taken by bus to former Captain Doug Parrott's ranch outside Roundup for a rodeo and western barbecue. Activities at the ranch also included horse and buggy rides and horseback riding.

The program at the Northern Hotel in Billings included meetings and social functions with a banquet on Wednesday evening.

Over their long years of service, the pilots have flown everything from Curtis Jennys,

B-17 and B-24 bombers, Ford Tri-Motors and military fighters, to 707s and 747s. The oldest attending pilot, Joe Kim, began flying for Northwest in 1935 and retired in 1971 with 36 years service.

The reunion was attended by 99 retired pilots along with 128 others which included wives and Northwest Airlines retired ground personnel. Those 99 pilots represented 2,673,000 total Northwest flying hours which translates into 305 years in the air. They traveled a total of 1,069,200,000 air miles and made up a combined total of 3,168 years of airline service.



Hay bales were provided for seating at the rodeo and barbecue held at Doug Parrott's ranch outside Roundup for the Retired Northwest Pilots Association. Parrott, a retired Northwest Airlines captain, hosted the group during their 17th annual reunion in Billings.

News from the Butte Hangar

By: Pat Asay

The Butte Hangar of the Montana Pilots Association has been searching for ways that it can promote aviation awareness in the local community and to improve the condition of general aviation in Butte.

In September several of the members of the Hangar met with Don Peoples, Butte chief executive, to discuss ideas and to set some goals. At the meeting, Peoples agreed that the Butte Hangar should have more participation in the decision making process at Bert Mooney Airport with regard to general aviation and said that he would attend an Airport Board meeting with Hangar members to help begin the participation process. Peoples agreed that the Hangar could and should help with aviation related matters in the area. He seemed very concerned about the status of general

aviation in Butte and agreed to work with the Hangar to improve the situation.

At the meeting, Peoples reaffirmed the city's commitment to assist the Hangar in hosting the 1989 Montana Aviation Conference scheduled for Butte. He has been very active in his support of the Hangar in this endeavor. The Hangar has found it rewarding working with Don Peoples.

At the Hangar meeting on September 29, John Dove, MPA president, and Mike Ferguson and Martha Kurtz with the Aeronautics Division helped the Hangar begin planning for the 1989 Aviation Conference. Many good ideas were presented and the Hangar is much farther ahead due to this meeting. The Hangar appreciates the help of John, Mike, and Martha and looks forward to working with them in the future.

The Hangar is working on coordinating a fall or spring fly-in with the opening of a new FBO in Butte. The FBO is now under construction and hopes to be in service soon.

Gabbert Manages Helena ADO



David P. Gabbert has been appointed as the new manager of the Helena Airports District Office.

A native of north central Nebraska, Dave was educated at Colorado State University and received his B.S. degree in civil engineering in 1967. He worked as a surveyor with the Bureau of Reclamation and as a naval architect with the U.S. Navy in Hawaii prior to beginning his career with the FAA in 1969.

During his 18 years with the FAA, Dave has successfully progressed from a planner to state engineer for Utah, and program manager in both the Denver and Salt Lake City offices.

Dave is looking forward to getting away from the big city environment of Denver and working with members of the aviation community. If you're in the Helena area, stop in and say hello.

CORRECTION



In our September issue we pictured Celestine Lacey and Bob Davis as having been winners of the flour bombing contest at the MAAA Fly-In in Three Forks in August. Celestine and Bob actually took second place. The winning team of Terry Fatzinger, Park City (left), and Allen Rickman, Columbus, are pictured above. Sorry.

MOUNTAIN SEARCH PILOT CLINIC—SEPTEMBER 18-20



Participants attend classroom sessions on Friday and Saturday evenings in the Hideout Room at the Outlaw Inn.



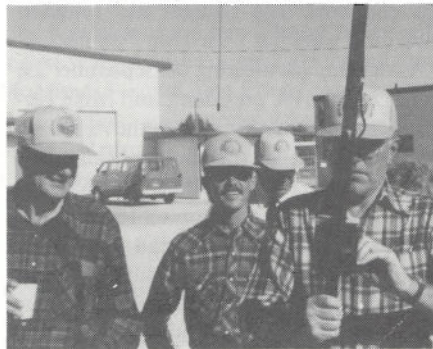
Lyle Sartain is interviewed by Maggie Plummer, reporter for the Great Falls Tribune. Sartain was an instructor for the airborne ELT homer training. He is district search coordinator for the Great Falls district.



Leo Dutton, Helena; Fred Gillett, Lewistown; and Jim Laidlaw, Lewistown, listen to ELT homer instruction.



A.V. "Speed" Normand, Oregon, (left) and Mike Ferguson discuss ELT homing equipment during a break in instruction.



Getting some practice with an ELT homer are (from left) Bud Lindemer, Seeley Lake; Rob McDowell, Cardwell, and Bob McCue, Missoula.



The contents of a survival kit are explained by Chuck Thuot.



The fuselage of a wrecked aircraft is used to demonstrate to participants the use of wreckage for survival.



Chuck Thuot, instructor with the Emergency Response Institute, explains survival techniques to a group of participants.

September SAR Activity

**By: Fred Hasskamp, Chief
Safety and Education Bureau**

Three SARSAT ELT reports were received during the month of September.

One was turned off at Lewistown, one was located in Wyoming, and one at Hamilton. All were inadvertent activations. Great Falls FSS reported an ELT which was also an inadvertent activation in an aircraft at GTF.

Two INREQs were received. One of these was the result of a flight plan not being closed, and the aircraft was located at the Miles City airport. The second INREQ was the result of the wrong N number listed on a flight plan from Nevada to West Yellowstone.

CALENDAR

Oct. 18—Plains Fly-In. Free breakfast 8:00 a.m. to 11:00 a.m.

Oct. 28—Montana Aeronautics Board Meeting, Helena.

Feb. 18-21—1988 Montana Aviation Conference, Billings.

Feb. 18-21—Aviation Mechanics Refresher Seminar, Billings.

Feb. 26-28—Flight Instructor Refresher Clinic, Helena.

June 13-July 1—Aviation/Aerospace Teacher Workshops.

July 22-24—Family Fly-In Expo, West Yellowstone.

Sept. 16-18—Mountain Search Pilot Clinic, Kalispell.

SCHOLARSHIP APPLICATIONS DUE

Applications are being accepted for the 1988 Van De Riet Memorial Flight Training Scholarship.

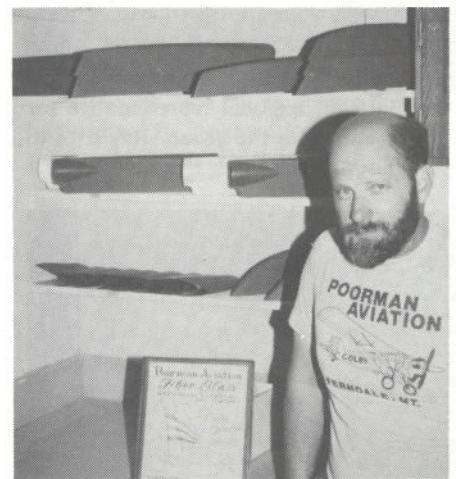
The \$200 scholarship, established in 1983 by Ruth Van De Riet, is made possible through memorial contributions from friends of Jack Van De Riet in recognition of his years of involvement in aviation safety programs.

The scholarship is to be used to help defray the costs of flight instruction. The award will be based on applications in the form of a letter explaining the reasons for applying and demonstrating outstanding achievement, future career goals, and past aviation experience.

Letters should be sent to the Montana Aeronautics Division, Box 5178, Helena, MT 59604. Application deadline is January 15, 1988.

The scholarship will be presented during the 1988 Montana Aviation Conference in Billings in February.

'Made in Montana' Aircraft Products



Bob Colby is pictured with some of the fiberglass Cessna fairings he is now manufacturing at his shop, Poorman Aviation, at the Ferndale Airport near Bigfork. In addition to the fairings, Colby manufactures fiberglass cowlings for the 180 series Cessnas. Poorman Aviation is a complete maintenance shop doing small and major aircraft repair. Colby hopes to market his fiberglass fairings nationally.

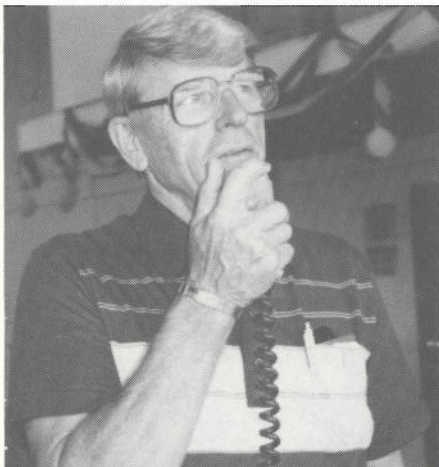
MPA HAS FALL FLY-IN IN KALISPELL



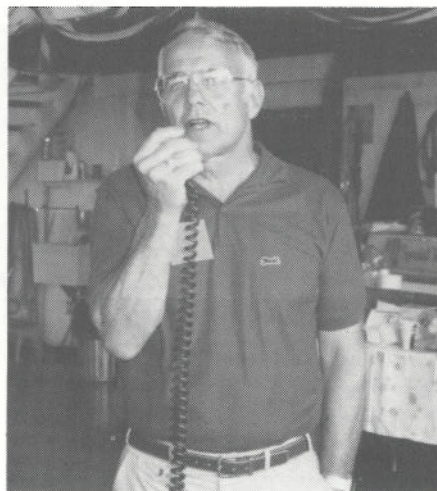
Registration was held in the hangar at Strand Aviation at the MPA Fly-In on August 29-30. The fly-in was hosted by the Kalispell Hangar.



MPA members and guests enjoy social hour before dinner.



Ray Costello, regional representative for AOPA, addresses the group. Ray lives in Corvallis, Oregon.



MPA President John Dove, Missoula, discusses issues with the members.



Harley Getter, Missoula, prepares to serve steaks he has just prepared during the pitchfork fondue.



Talk about "tripping the light fantastic"! These couples (Jay and Vicky Billmayer and Mike and Marilyn Strand) demonstrate great style. But the most "interesting couple(?)" is Don Ross and Dick Brady!

Winter Flying—A Time for Extra Precaution

**By: Fred Hasskamp, Chief
Safety and Education Bureau**

Precaution means "to guard against beforehand—to be on one's guard."

Thinking and planning ahead is an excellent precaution to take as winter flying conditions return. Weather is the most prominent contributing factor to the general aviation fatal accident picture. VFR flight into MVFR (marginal VFR) conditions or into IFR conditions is common to a number of accidents each year—and the same type of accident happens over and over again.

Flying during marginal conditions in mountainous areas is extremely hazardous. Snow, rain, and fog can reduce the visibility to a point where it is impossible to maintain control of the aircraft without total reference to the flight instruments. Snow squalls can produce zero/zero visibility in short order.

Other winter conditions can easily be the cause of mishaps. Consider snow pack, ice, or snow drifts on runways. How are your soft field takeoff and landing techniques? What runways may be closed because of snow? Consider cross winds on icy runways, snowbanks, and imagine what taxiing through water can do to wheels, brakes, and even controls during freezing temperature conditions.

Be aware of the effects of frost and ice on wings and control surfaces. What about night currency? Days are short during the winter and often that requires a departure or arrival after dark.

Let's look at the aircraft. Install winterization kits (both air inlet and oil radiator) per owner's manual instructions. Have your mechanic conduct a thorough inspection of the heating system to guard against carbon monoxide. Use proper viscosity oil in the engine; keep the battery fully charged and the terminals clean. Many owners remove wheel pants to preclude ice, snow, or mud from freezing wheels and brakes.

Difficult as it may be out in the wind and cold, preheating the engine and a thorough preflight inspection of your aircraft are critical. This is a good time to review manufacturer's recommendations in the operator's manual concerning engine operation. Keep engine warm on let downs by carrying as much power as possible. Insure freedom from ice and snow in the engine intake, on

wings and control surfaces. Ice and snow must be removed before flight.

Considering the routes you fly and terrain you are over, a good survival kit should be a "must have."

Better aircraft performance is an advantage of winter flying, and stable winter air means smooth flight conditions. Being alert to the tricks of Old Man Winter will mean safe and pleasant flying.

SOPER SAILS AGAIN

(Note: The following is reprinted with permission from the ICAS News.)

By: Mike Berriochoa

Steve Soper was a year late but he kept his promise. On July 19, he flew in the Celebrate Flight airshow at Felts Field in Spokane, Washington.

It was Soper's first performance since an accident a year ago, which destroyed his Pitts S1, left him paralyzed from the waist down and left him dependent on a wheelchair for much of his mobility. The crash also brought an end to the Northern Knights aerobatic team which included Steve's partner, Delmar Benjamin. When the accident occurred, Steve and Delmar were departing Delmar's Montana ranch to do the Spokane show. On Sunday, July 19, Steve finally made it to the show and nobody seemed to mind that he was late. They were just glad he was there.

Steve's performance lacked the thunder of the Pitts, but it had plenty of smoke as Steve performed in a Blanik sailplane. He said it was like setting the clock back a few years. Steve used to do sailplane performances until the schedule of the Northern Knights consumed most of his time.

Steve says his appearance at this year's show in Spokane was largely unplanned. He says he originally set out to teach a friend to fly the Blanik in the show. But after a few lessons, Steve says his friend, Dean Forney, convinced him he ought to do the show instead.

Steve says he liked the idea but knew a pilot needs a pair of good legs to fly the Blanik properly. His solution was to keep Forney in the cockpit but move him to the back seat and let him work the rudders.

Steve was concerned about gaining FAA approval but said it was granted with no

problem which set the stage for a whole new meaning of a dual aerobatic routine.

Steve blew the dust off his old sailplane routine and began practicing for the show in late June. He said the first few "dual" flights "were hilarious." He said they were all over the sky because of the delay between application of the stick and rudder. He said they eventually found they could coordinate their movements if Dean took hold of the stick and followed Steve through on maneuvers. This enabled Dean to sense when the rudder was needed. From then on, Steve said the routine smoothed out nicely.

By airshow day, it was obvious Steve and Dean had their routine down pat. With wingtip and tail smoke, they worked magic in a gentle and beautiful performance.

The show was special for Steve as it marked his return to the airshow circuit, but it was also special for his father, Gene, who was announcing the show. Gene's pride in Steve's return was obvious as his voice choked several times during the routine.

Steve says he fully intends to be back into airshows next year, but it won't be in sailplanes. He and his former partner will revive the Northern Knights but will add a new twist. Gone will be the fast-snapping Pitts. In their place will be a matched pair of Cessna Skymasters. Steve says his goal is to obtain the planes and have an act developed in time for ICAS in December.

The Skymaster isn't the most popular airshow airplane. In fact it's not popular at all, but Steve says, "I've always liked the Skymaster. It looks weird, and sounds funny, which is that much better for airshows."

Steve says he can also fly the airplane without having to rig cross controls. He says Skymasters are being successfully flown by paraplegics using a bar coming up from the rudder peddles with a hoop in the end. An arm goes through the hoop and the rudders are applied through arm movements.

Steve says the Skymaster offers a number of advantages over his old Pitts. It allows cross-country travel in comfort. It is easy to get into and out of. It has room for his wheelchair and more important, it has room for his family to go with him.

Steve says he's back. He says watch for him and Delmar as they return with The Northern Knights. . . Masters of the Sky.

(ICAS News, August 1987)

FAA Issues Certificates

PRIVATE

William Nooney Missoula
Eric Reimers Missoula
Maurice Steurer Missoula
Donald Stelling Missoula
Douglas Hayes Missoula
Joseph Newell Trout Creek
John Humble Missoula
Wesley Redden Lolo
Kevin Taylor Missoula
Max Lynn Boyd Superior
Robert Jensen Missoula
Matthew Norell Missoula
Glenn Torgerson Kalispell
Sean Murphy Garrison
Matt Parriman Helena

Edward Francis Corwin Springs
Robert Ream Missoula
Kathleen Solum Rudyard
Paul McMullin Ennis
James Muscat Big Sky
Joe Notti Otter
Douglas McConville Billings
Paul Widup Billings

INSTRUMENT

James Hadwin Kalispell
Ellis Williams Missoula
Rocky Sykes Kalispell
Peter Nelson Billings

MULTI-ENGINE

Edward Francis Corwin Springs

ATP

Stanley Hilling Billings
Jerry McLaughlin Belgrade

INSTRUCTOR

Stanley Hilling Billings
(Multi-Engine)
Eric Schimpff Kalispell
Terry Mitton Columbia Falls
Peter Nelson Billings

INSTRUCTOR RENEW/REINSTATE

John Ellis Billings
Donnel Gaul Missoula
Timothy Pfahler Helena
Robert Johnson Lewistown
Michael Stockhill Kalispell
Clayton Vine Wolf Point
Walter Warner Deer Lodge
Donald Johnson Billings

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